



Appendix to Amendment B
with Markings to Indicate Changes Made

Commissioner for Patents

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Sir:

Pursuant to Rule 121, the following is a copy of all claims amended by the attached Amendment B, with all changes indicated by bracketing deletions and underlining additions:

Claims 1-5 have been amended as follows:

1. (Amended) A four-cycle, multi-chamber rotary internal combustion engine, comprising:

a stator having a right-prism-shape exterior body and a hollow core formed by two concentric cylindrical surfaces which fluently transit one into the other via a ramp ~~[[surfaces;]]~~ surface; wherein the ramp surface being generally parallel to a radial plain of the stator;

a rotor having a cylindrical body of the same height as of said stator and an external diameter corresponding to ~~[[the]]~~ a diameter of a smaller concentric surface forming the hollow core of said stator;

wherein said rotor has ~~[[a]]~~ at least one radial rectangular ~~[[grooves]]~~ groove along ~~[[its]]~~ the rotor whole height;

~~[[a]]~~ at least one vane-type ~~[[pistons]]~~ piston having a rectangular body with the same height as of said rotor and being positioned in said at least one radial rectangular ~~[[grooves]]~~ groove of said rotor;

wherein said at least one vane-type [[pistons]] piston [[are]] is provided with a means of moving in a radial direction within said grooves of said [[stator]] rotor with [[their]] an outer [[facet]] face tightly contouring [[the]] an inner surface of said stator;

said rotor being positioned in said stator concentrically to cylindrical surfaces forming the hollow core thereof; and at least one side cover lid of said stator.

[[a side lids of said stator.]]

2. (Amended) The four-cycle, multi-chamber rotary internal combustion engine as claimed in claim 1, [[wherein a cavities]] further comprising a cavity within the stator [[made in the places where]] wherein a radius of the inner surface of the stator [[has]] is the same as a radius [[as that]] of the rotor, forms a combustion [[chambers]] chamber.

3. (Amended) The four-cycle, multi-chamber rotary internal combustion engine as claimed in claim 2, wherein a [[spaces]] space between an outer surface of the rotor and the inner surface of the stator with a bigger radius form a working [[chambers]] chamber.

4. (Amended) The four-cycle, multi-chamber rotary internal combustion engine as claimed in claim 3, wherein said combustion [[chambers]] chamber [[are]] is connected with said working [[chambers]] chamber via openings in an area of the ramp surfaces connecting the two concentric cylindrical surfaces of said stator;

wherein timing of [[physical connection]] compressed fuel mixture between said combustion [[chambers]] chamber and said working [[chambers]] chamber [[via the openings]] is controlled by valves.

5. (Amended) The four-cycle, multi-chamber rotary internal combustion engine as claimed in claim 4, wherein [[intake of]] fuel mixture and [[exhaustion]] exhaust [[of waste]] gasses in and out of said working [[chambers]] chamber is [[made via valve-controlled openings]] controlled by an intake valve and an exhaust valve positioned nearby [[the]] an opening of a power valve and an opening of compression valve, connecting said combustion chambers and said working chambers.